

LOCAL NAVIGATION WARNING

GIPPSLAND PORTS



The following navigation Warning is published for general information.

AUSTRALIA - VICTORIA

No. 008/2014

PORT OF CORNER INLET AND PORT ALBERT

McLOUGHLINS BEACH

McLOUGHLINS CHANNEL, OYSTER BED CHANNEL & OCEAN
ACCESS ENTRANCE

DATE: 03/04/2014

Effective Immediately

DETAILS:

Navigation Caution - McLoughlins channel and ocean access entrance

Gippsland Ports has received confirmation of erosion debris and tree snags located upstream of the ocean access entrance in McLoughlins Channel, and, near the entrance to Oyster Bed Channel. The trees are reported to be covered at high water and may be exposed at low water. The tree snags have originated from weathering erosion of the treed banks of Nooramunga Marine and Coastal Park.

The quantity and position of all tree snags that may be in the area is unknown.

The reaches of McLoughlins Channel from the boat ramp to the entrance to Bass Strait and through Oyster Bed channel are subject to various **"Speed Limits and Safety distances"** as prescribed in the Transport Safety Victoria - Vessel Operating and Zoning Rules (VOZR) for Victorian waters. Section 4 of the State Rules applies to McLoughlins and Oyster Bed Channels as follows;

The master of a vessel must not cause or allow the vessel to be operated in coastal waters or in enclosed waters at a speed exceeding 5 knots

(a) within 200 metres of the waters edge

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- (b) within 50 metres of a wharf , jetty, slipway, diving platform or boat ramp
- (c) when passing through a recognized anchorage for small craft

Accordingly the lower reaches of the McLoughlins channel and the area at the junction of the Oyster Bed channel are subject to a speed limit of 5 knots.

Mariners are advised that due to the unknown position and number of tree snags within waters of the McLoughlins Beach area, all vessels must observe the speed limits prescribed in the VOZR and restrict vessel operating speeds to < 5 knots to minimize the risks associated with collisions or groundings that may cause damage to vessels and compromises the safety of vessel operators and passengers.

The Ocean access entrance to McLoughlins Channel continuously changes in position and depth and the Bar is regarded as extremely dangerous in poor weather conditions. There are no defined access channels through the Entrance or Bar areas.

Passage through the Entrance and Bar should only be attempted by experienced persons with sound local knowledge and only at times of fair weather and smooth sea conditions, during daylight hours. Passage through the Entrance and Bars increases risk management levels and may adversely affect personal safety. Operating vessels through the Entrance and Bars at times of heightened risk should be avoided.

CHARTS Aus 181 – new Edition
AFFECTED:

FURTHER No further notice shall be issued
NOTICE:

CAPT. BEVIS HAYWARD
HARBOUR MASTER